

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8004

號八廿月八年元統宣

MONDAY, OCTOBER 11, 1909.

一拜禮

號一十月十英港香

£56 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPORTION \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. K. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE LIABILITIES OF PROPORTION £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$2,500,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$2,500,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1 per cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 months 3 per cent. per annum.
For 3 months 2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

NETERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 1,750,000).
RESERVE FUND FL. 4,115,745 (L. 164,629).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarra, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Achoen), Bandjermasin, Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 1 per cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per cent. per annum.
6 months 4 per cent. do.
3 months 3 1/2 per cent. do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 12th July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHIO, TIENSIN, KOBE, PEKIN, OSAKA, NEWOHANG, NAGASAKI, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIENTSIN, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 1 per cent. per annum on the daily balance.

On fixed deposit:
For 12 months 4 1/2 per cent. p.a.
" 6 months 4 per cent. " "
" 3 months 3 1/2 per cent. " "

TAKKO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 1 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Badischer Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

A GREAT CHANCE!
A GREAT CHANCE!

Grasp it! Or you will never get another chance of getting such cheap goods which will be had at our AUTUMN SALE commencing October 15th.

FASHIONS of Spring and Summer Regal Oxford Shoes in 1/2 Sizes.

\$10 net.

Hongkong, 6th October, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 15th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	HIMALAYA	Noon, 16th Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON	About 20th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	About 23rd Oct.	Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co's Office, Hongkong, 9th October, 1909.

Intimations.

LANE, CRAWFORD & CO.

NEW SEASON'S STOCK OF FOOTBALL BOOTS.

CHROME

\$6.50

and

\$8.00

per pair.



RUSSET

\$6.00

and

\$7.00

per pair.

FOOTBALLS. FOOTBALL STOCKINGS.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.



Telephone No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909.

Hotels.

BELLE VIEW HOTEL
(Telephone 907.)
Cold Drinks
BAND
SUNDAY, 10th Oct.
BAND
FUNDAY, 10th Oct.
BAND
ICES
BELLE VIEW

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,265 Tons, "FATSHAN" 2,265 Tons, "KINSHAN" 1,695 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 2,265 Tons and "SUI-AN" 2,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santai". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 17th OCTOBER, 1909.

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. Departure from Macao at 5 P.M.

Excursion Rates as usual. N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed. Strictest cleanliness all over the place.

Use only first class flour and other material. The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited. Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BLUMENTHAL,

Manager.

Telephone, 190.

Telegrams "Astor."

(14)

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raeger	About SATURDAY, 16th Oct.
KUAT and SANDAKA	"BOARKE" Capt. F. Sembill	Middle of October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. G. Dowers	WEDNESDAY, 20th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raeger	FRIDAY, 5th Nov., Daylight.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th October, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
MARSEILLES, VIA PORTS	OCEANIE	Sellier	19th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSEILLES, VIA PORTS	SYDNEY	Gosta	26th Oct., at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £29.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th October, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	(IN COURSE OF CONSTRUCTION) Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works, for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama," Ordes A. B. O. 4th and 5th Edt.

Lieber, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERSSOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
P. & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 9th March, 1900.

OSMAN & CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE-LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Coast Port Orders carefully
executed
Hongkong 6th September, 1900.D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS.
No. 60, QUEEN'S ROAD, CENTRAL.PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.
My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attained by any other, as their composition is
only known to me. In tattooing unlike some
species of engravings, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.
The copying of Portraits with distinct
maintenance a speciality.
Hongkong, 10th September, 1900.

CHINESE RAILWAYS.

QUESTION IN THE HOUSE.

In the House of Commons on September 15 Mr. Ginnell (Westmeath, N. Nat.) asked the Secretary for Foreign Affairs whether he would state the annual loss and the total loss to date sustained by the Chinese Government on the bonds, maintenance, and expenses of the working under a British staff of the railway constructed by the Pekin Syndicate, for which the Chinese Government had been forced to accept responsibility, seeing that the Chinese contention that this railway could never pay had been proved by experience to be correct; and in view of the hardship of raising taxes from the Chinese people for those purposes from which no return was expected, whether his Majesty's Government intended to have the bonds and agreements in this matter set aside for *malafide*; and if not whether the assistance of this Government would still be given to the syndicate in enforcing its terms against China.

Mr. Mackinnon Wood (Glasgow, St. Rollax), who replied, said: This railway, which was only made for the transport of the syndicate's coal from their mines, was taken over by the Chinese Government in 1905. I am, of course, not in a position to furnish the figures desired. The imputations in the question, which appear to be offensive, are without foundation.

Mr. Ginnell: Is the right hon. gentleman in a position to say how much of the working expenses of this line are paid annually by the Chinese in addition to the £35,000 interest on the bonds?

Mr. Mackinnon Wood: Certainly not. The Chinese Government made an arrangement with a syndicate to which his Majesty's Government is not a party.

Mr. Ginnell asked what was the total amount of loss sustained by the Chinese Government on the Shanghai-Nanking Railway since its opening for traffic; whether this had been paid out of taxes imposed upon the Chinese people; whether control of the administration and working was still retained in British hands; and upon what grounds his Majesty's Government assisted in imposing this burden upon China.

Mr. Mackinnon Wood: I am unable to state the amount of loss, if any, sustained by the Chinese Government on this railway since its opening for traffic in March, 1908. The system of control established by the Loan Agreement in the form of a Board of Commissioners (Chinese and British) was suspended shortly afterwards by mutual consent, and its powers were delegated to its Chinese chairman. He, as managing director, was henceforth responsible for the working of the railway. The suggestion contained in the last sentence of the question has no justification.

Mr. Ginnell: Is it not a fact that this Chinese managing director is a minority of one against four on the board?

Mr. Mackinnon Wood asked for notice of the question.

Mr. Ginnell asked whether the hon. gentleman was aware that concessions for the making of railways in China had been obtained by financial pressure, bribery, and other improper methods, and British diplomatic pressure afterwards successfully invoked to enforce the terms of such concessions; and whether, in order to revive Chinese confidence in British enterprise, it was proposed in future to make an independent investigation and a favourable report, a condition precedent to assisting in the enforcement of the terms of any project for a railway in China?

Mr. Mackinnon Wood: No, sir, I am not aware that British concessions for railways in China have ever been obtained by the methods indicated by the hon. member. Nor has diplomatic pressure been applied in respect of such concessions, except in cases where the Chinese authorities have manifestly failed to comply with the terms to which they had voluntarily agreed.

CANTON-KOWLOON RAILWAY.

Mr. Ginnell asked whether his Majesty's Government had any report from an independent source that the railway from Canton to the Kowloon territory could ever repay the principal or pay interest on the outlay on its construction and its working expenses; whether the hon. gentleman was aware of the contention of the Chinese Government that this railway, forced upon them by speculating adventurers without any authentic Chinese approval, could never meet those liabilities, and that they could be paid only by taxes imposed upon the Chinese people; and whether independent evidence in support of this view was available to his Majesty's Government?

Mr. Mackinnon Wood: We have received no such report. At present the construction has been little more than begun, and time only can prove what the financial results will be. I have not heard before of the suggestion made by the hon. member that the Chinese Government contends that the railway can never meet its liabilities. I have no reason to suppose that it represents the views of that Government. The agreement for the construction of the railway in question was signed and ratified by Imperial edict at Peking in the spring of 1907.

Mr. Ginnell asked whether in the interest of China and of legitimate foreign enterprise in that country, his Majesty's Government would require the Pekin Syndicate and the persons controlling and profiting by the Shanghai-Nanking and the Canton-Kowloon Railways to make restitution to China out of the proceeds of their respective projects; and, if not, whether the support of his Majesty's Government was to continue available for forcing foreign loans upon China for unremunerative purposes.

Mr. Mackinnon Wood: The hon. member appears to be under some misapprehension. The Shanghai-Nanking and Canton-Kowloon lines are both Chinese Government railways, though constructed by means of loans raised in this country, and any profit or loss arising out of their working would accrue to or be defrayed by China. I would add that his Majesty's Government have never forced foreign loans upon China for unremunerative purposes, nor in any other intention of doing so.

Mr. Rees: Is there any reason to suppose that British concessionaires have received more assistance from their Government than concessionaires of other countries have received from theirs?

Mr. Mackinnon Wood: Certainly not.

WATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force, at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

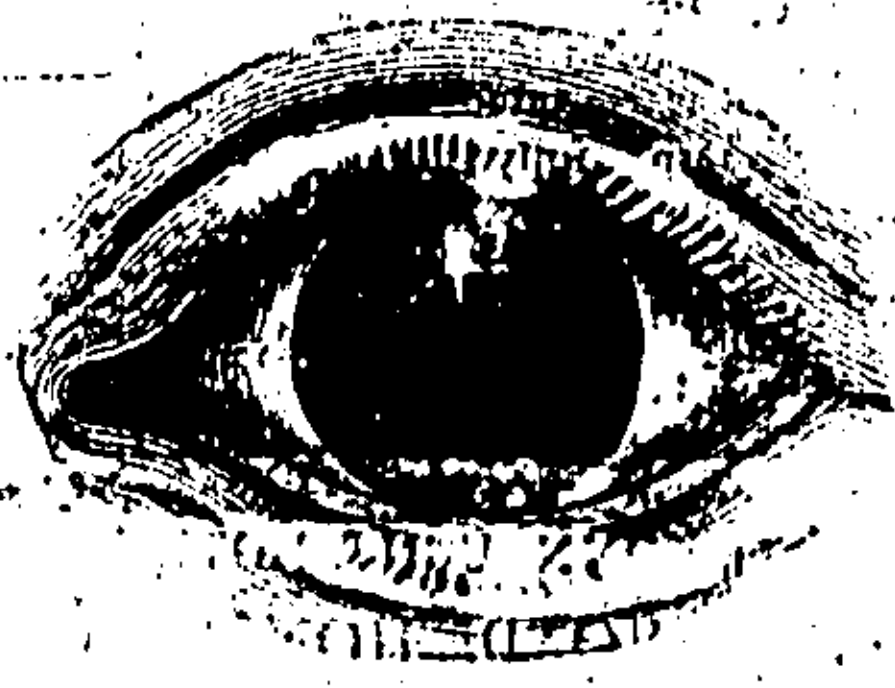
Cap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light-houses.

F. G. FROE,
Director.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 1, John Street, Bedford Row, W.C.
CALCUTTA, 19, Becham's Bazar.
SHANGHAI, 556, Nanjing Road.
Hongkong, 4th March 1901.

Intimation.

Powell's

HAVE JUST
OPENED THE
FIRST
CONSIGNMENT
OF

Ladies'

AUTUMN

and

WINTER

COATS,

SKIRTS,

COSTUMES,

ULSTERS

ALSO

A good variety of

CHILDREN'S

COATS.

The cut of these Gar-
ments is Superb and the
newest colorings only
are displayed.

SHOW ROOMS

AND

FITTING ROOM

ALEXANDRA

BUILDINGS.

Hongkong, 6th October, 1909.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

THURSDAY,

the 14th October, 1909, at 2.30 P.M., at their
Sales Rooms, No. 4, Des Vaux Road,
corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE,

Comprising—
SILK TAPESTRY COVERED SOFA and
CHAIRS, OVERMANTLES with BEVELLED
GLASS, TEAKWOOD BOOK-CASE,
SIDEBOARD and DINNER WAGON
with BEVELLED GLASS, TEAKWOOD
EXTENSION DINING TABLE and
CHAIRS, DOUBLE and SINGLE BRASS-
MOUNTED IRON BEDSTEADS with
WIRE and HAIR MATTRESSES, GLASS,
CROCKERY and E.P. WARE, CANTON
CARVED BLACKWOOD WARE, COOK-
ING STOVE and UTENSILS, SHANGHAI
BATHS, ICE CHESTS, &c., &c.

ALSO

2 RICKSHAS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th October, 1909. [710]

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE.

Sole Agent.

Hongkong, 30th April, 1909. [40]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th March, 1908. [114]

NOTICE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write care of
Hongkong Telegraph office or direct to 37
Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909. [638]

For Sale.

FOR SALE.

JUST RECEIVED:

A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

in packet of 10 cents each
AND
Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick
felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACA & CO.,

27, Des Vaux Road.

Hongkong, 9th October, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'ARQUER STREET,

HONGKONG.

Hongkong, 1st September, 1909. [66]

GERMAN NEW-GUINEA.

Standing on the deck of the N. D. L. steamer
Manila the other day, just before she left for
New Guinea inaugurating the new Singapore
service to that island, I recalled a visit paid to
that part of the world some three years ago.

I was coming East again after a trip to
Africa, and had been through Torres Straits
some six or seven times, so I thought that a
look in at New Guinea on the way to the
Philippines might prove interesting.

Outlandish countries have always more at-
traction about them than civilised ones, and in
Guinea there is plenty of primevalness. Clothes
are very little worn by the "best" people and
as for a cab, a bicycle, a motor car in Herbert-
shoos—the capital—you might look in vain.

You are informed that New Guinea is look-
ing with malice, that everybody drinks, that
mosquitoes are as large as bats, in fact you will
die in twenty-four hours! I was prepared for
all—and went.

The Prinz Sigismund, when we left Sydney
was practically empty, but of cargo we had more
than enough, including horses, pigs, benzine
and missionaries!

Anxious to know who my companions were
I walked into the saloon and found two very
dismal men; in the second cabin I encountered
a red-haired missionary, and a lady for Manila,
whose golden hair was out of a bottle and com-
plexion too good to be true.

After clearing Sydney Heads we ran into a
southerly gale, or rather it ran into us, and the
benzine stacked on deck bumped and banged
about in alarming fashion. The pigs for Simp-
sonhafen made the atmosphere hideous with
squalls and everybody that had a delicate or-
ganization suffered pitifully. After Brisbane
things improved and the vessel's course was
set, on or about the 15th deg. W. Long, for
New Britain. I imagine that few persons in
Singapore know where New Britain is—or
perhaps care, yet New Britain is important and
its mountain peaks as they shot above the
horizon after our voyage from Sydney were im-
pressing. The capital of New Britain is Simp-
sonhafen.

The Germans since their occupation of a
portion of New Guinea and out-lying islands
have re-baptized a large number of places and
they become confusing to Britons. New Brit-
tain, for instance, in later times has become
New Pommern, New Ireland is now New
Mecklenberg, German New Guinea itself re-
joices in the high sounding title of Kaiser
Wilhelm Land and the Archipelago, in general,
is known as the Bismarck.

All this sounds very fine and large but the
practical question arises "What is Germany
doing with the place?" I am talking now
of three years ago when things were in a
most primitive condition and this, it must
be remembered, after twenty years of occupa-
tion. You will be told that everything
is wonderfully improved since then but I
am doubtful. Let me sketch Simpsonhafen
for instance. A dozen or so of primitive houses
on a marshy piece of land that after rain is a
slough of despond. The general post office,
with an enormous spread eagle on its portals
is about the size of an ordinary hotel bedroom,
while the only floor-slipping building is the
hotel, where the whole Colony congregates
to drink lager beer and play billiards. The
capital and seat of Government is Ferbert-
shoos, some eight or ten miles from the Hafen, but
I understand now the buildings have been shifted
from the capital and the Hafen has become
the centre. Simpsonhafen is undoubtedly pic-
turesque, and has a splendid land-locked har-
bour that might accommodate several navies,
but beyond a Government yacht and an old
coal-bulk or two I saw no shipping.

The general aspect of the surrounding coun-
try and much of the vegetation covering the
hills brought to mind the sugar lands of North
Australia. The heat is equatorial, Simpsonha-
fen lying in 4 deg. S. enclosed by an amphithe-
atre of mountains and low residents, if any,
have escaped the ravages of malaria. Fever!
like most things in life, becomes second nature
after you have had several bouts and as a
resident in this place remarked:

"I have it every week or so; in fact I
should feel lonely without it."

Wherever you go in New Pommern you will
hear two names mentioned, these are Her-
schheim and Co. and the New Guinea Company.
The former sports dog carts, the only vehicles
in the place, imports all the liquor and "runs
the pub." I asked why Herschheim and Co. had
no offices at Simpsonhafen and was told that
the Hafen is "no man's land." That is to-day
the New Guinea Co. has agreed to stay at Fried-
rich Wilhelmshafen so long as Herschheim stay
at Matupi a place near Simpsonhafen, leaving the
port neutral ground. I took a trip to Matupi
through the jungle as thick as Johore, and I im-
agine it difficult to make roads through. My most
vivid recollection of this trip is a large yellow
snake that darted out in front of me and dis-
appeared in the undergrowth. I came across a good
many young boys and girls who had become
converts to the R. C. faith with large glass
crosses hanging round their necks, which they
were anxious to dispose of for a consideration,
as there were plenty more where those came
from.

Friedrich Wilhelmshafen and copra are
synonymous terms, the whole surrounding
country being coco-groves and as far as I can
see this is the backbone of German New Guinea
though in a few years rubber will be exported
in large quantities.

Though New Guinea is attractive from a
botanist's point of view and for the explorer,
I do not think it will ever be sought after
by Australians as a home. Its heat is
sweltering. There are no roads, no tele-
graphs and, of course no railways, though
in past years short telephone lines and por-
table tramways for freight have been added.
Horses simply go to pieces, becoming covered
with sores on which large voracious flies
settle and drive the poor brutes crazy. The
New Guinea rivers are magnificent, and a
splendid trip can be made up in a motor-launch
as far as you like, but this is the only way.

You can see the far off ranges where cannibals still

exist, you see wonderful trees and shrubs that
few botanists know, anything about as they
themselves have only seen them, like myself
through field glasses or a telescope. It is all
a wonderful and mysterious land that will
grow all the rubber that this world wants and
Mars and Saturn into the bargain.

But you grow appalled at so much unculti-
vated land, you look in vain for horses, cows,
goats, or anything in fact of a homely character.
There is nothing of the kind. Nature runs riot
and the unfortunate exiles who sit and drink
lager beer—their only solace—are merely wait-
ing for the time to come to go home.

H. M. M., in Singapore Free Press.

TOWKAY LOKE YAW.

SPLENDID DONATION FOR HALL AT
KUALA LUMPUR.

We have mentioned briefly that Towkay
Loke Yaw has given the sum of \$50,000 to
found a Chinese Town Hall at Kuala Lumpur,
and in connection with this the following
article from the *Perak Pioneer* should be of
interest:

The Chinese have made the F. M. S. and
the F. M. S. have made many a man and
magistrate of the Chinese, but none of them,
except Towkay Loke Yaw, have come forward
to show their appreciation of the land that had
given them fame and time and millions, too,
by any sign or act of public beneficence or
public utility. It is true that they have
even been found ready to put their
hands into their pockets in a case of emer-
gency, or to befriend, honour, or recognise
any public act or function, but so far as
a tangible building of memorial, useful or
ornamental, individually or collectively, is con-
cerned, neither we nor their own countrymen
are beholden to any one of them, if we except
Towkay Boon Eong's fountain in the Taiping
market and the Birch Memorial at Ipoh, shared
though the latter is by other nationalities.

AN ADDITIONAL PALACE.

Towkay Loke Yaw, however, is making up
for the shortcomings of his countrymen, and, in
addition to his previous benefactions, has now
come forward with the splendid donation, as
stated in our telegraphic special yesterday,
of \$50,000, a princely sum, to found a Chinese
Town Hall at Kuala Lumpur. We had no idea
that a Town Hall for Chinese was on the tapis
at the Federal capital, or even required, but in
view of the progress of that town and its im-
portance in the future, is not of the present, it
is no doubt a desideratum, and this sum alone,
if not supplemented by other contributions,
will give an additional palace to the already
budding town, if not city, of places. Our Chi-
nese friends down south will no doubt take
care not only to snap at the magnificent offer,
but also to hit upon a site as much to the fore
as that of the other palaces and put up a struc-
ture which will vie with the others; both in
architectural beauty and design.

EARLIER BENEFACCTIONS.

Towkay Loke Yaw, it needed hardly be men-
tioned, is the richest man in the land, and,
perhaps, has no conferee to equal his wealth
either in the States, Straits Settlements or
Hongkong. He is as good as he is rich, and is
as enterprising as he is careful in his ventures;
and as lucky in them now as he was unlucky
in the past. This is by no means the sum
total of Towkay Loke Yaw's generosity, for, it
will be remembered, that when a quarantine
station was needed in Singapore he offered the
Government the necessary funds; and when
this magnanimous offer was declined, he
spent a like sum, as he is now giving for
the Town Hall, in improving the Tan
Tock Seng hospital for Chinese in that
city, in recognition of the fact that it was
there originally that he started in life
as far back as 1858, when he was only thirteen
years old, and saved ninety-nine dollars by
working in a shop in Market Street. It was
with this sum that he first established himself
in business under the chop Heng Loong, now
so famous throughout Malaya. Towkay Loke
Yaw's benevolence did not end at the Tan
Tock Seng hospital, for he gave away shortly
afterwards \$30,000 to found the Technical
College at Kuala Lumpur, now known and
named after Sir William Hood Treacher, as the
Treacher Technical School. The Old Men
and Cripple's Home for Chinese at Kuala
Lumpur has also received \$30,000 from their
generous countryman. In addition, he has
done a great deal of good and helped a good
deal, stealthily, as all those in the know,
know.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 39, DES VAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.
Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
large establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Agents
to our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th August, 1909.

Public Companies.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY
MEETING OF SHAREHOLDERS will
be held at the Office of the Undersigned on
FRIDAY, the 22nd inst., at 11 A.M.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 5th October, 1909. [702]

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY
YEARLY MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Town Office, 2 Lower
Albert Road, Hongkong on TUESDAY, the
19th October, at 11.30 P.M., for the pur-
pose of presenting the Report of the Directors
and Statement of Accounts for the 31st July,
1909.

The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to the 19th
October, 1909, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 1st October, 1909. [690]

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship
"BLOEMFONTEIN,"
Captain Linklater, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, 12th inst., at 3 P.M.
All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 6th October, 1909. [703]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ-REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th of October,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th of October, at 9.30 A.M.

All Claims must reach us before the 17th of
October, 1909, or they will not be recognised.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

THIS STEAMER BRINGS CARGO.
Ex S.S. *Albert Treves* from Venice.
NORDEUTSCHER LLOYD.
MELBOURNE & Co.,
General Agents.
Hongkong, 6th October, 1909. [704]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"PALERMO"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ and STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 14th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

R. A. HEWETT,
Superintendent.
Hongkong, 8th October, 1909. [705]

YUEN HING,

No. 4, D'ARQUER STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DEALERS

In all kinds of hand-made
DRAWN and WEAVERED CHINESE
LINE GRASS CLOTH, PEWTER,
WARE, &c.
all of the best quality.
Hongkong, 1st August, 1909. [706]

Intimations.

HARBOUR MASTERS DEPARTMENT.

IT is hereby notified that information has
been received from the Military Authori-
ties that GUN PRACTICE will be carried
out as under:—

On TUESDAY, the 12th October:—
From Lower Belchers in a North-Westerly
direction, at ranges up to 6,500 yards,
commencing at 9 A.M., and finishing at
1 P.M.

On THURSDAY, the 14th October:—
From Suiwan and Gough in a North-
Easterly and a South-Easterly direction
respectively, at ranges up to 6,500 yards,
commencing at 9 A.M., and finishing at
1 P.M.

If the weather is unfavourable on any of
the above dates, practice will take place on
the following day.

All ships, junks and other vessels are to
keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master, &c.
Hongkong, 9th October, 1909. [708]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING OF MEMBERS of the
above Club will be held on SATURDAY,
the 23rd October, 1909, at 12.15 P.M., at the Offices
of the Jockey Club on the Ground Floor of
the Hongkong Club Annex, Chater Road, a
notice regarding which is being sent to each
Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 6th October, 1909. [709]

THE
SOUTH CHINA ARTISTIC
BAZAAR.

EXHIBITION HALL

on
FIRST FLOOR OF NO. 25 DES VAUX ROAD
CENTRAL
(opposite the P. & O. S. N. Co's office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and
Bamboo Ware.

Embroideries, Silk, Oil and Water Colour
Paintings.

Carols and Performers.
Screens, Pictures and Photo-Frames.
Preserves and Canned Goods.
Writing Inks and Paper, &c.
Hongkong, 25th September, 1909. [695]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ...Every 10 minutes

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 11, 1909.

SNOWED UNDER.

It is noteworthy that one of the chief results directly flowing from the consideration given to the Budget speech delivered by His Excellency the Governor is the obscurity to which several new and important measures which were introduced at the same meeting of the Legislative Council, have been relegated. At any other time it is practically certain that each and all of the new Bills would have attracted a larger amount of public interest than has yet been evoked by them, for almost every one of the Bills deals with questions which are of undeniable importance to the Colony and which may, indeed, lead to considerable discussion, if not litigation, in the future.

Although the Liquors Ordinance is scarcely a month old, the law officers of the Colony have already found it necessary to introduce a Bill which has for its purpose the amendment of the Ordinance in some vital respects. It has been the aim of the Government, as we have been over and over again assured, to bring the Liquors Ordinance into operation with as little derangement of the existing conditions in the liquor trade as possible. And, for that reason, it was specifically declared that the stocks held by licensees prior to the passing of the Ordinance would be regarded as non-existent so far as their liability to the payment of duty was concerned. The still more important question of imposing duties on liquors supplied by the wholesale firms under contracts signed before the passing of the new Ordinance was left out of account, and as it did not appear from the terms of the original Bill that the Government contemplated the idea of making the provisions retrospective merchants and their representatives were content to assume that these contracts would not come within the terms of the law. Such an assumption was wholly without foundation, although no doubt it might be possible to construct some sort of analogy between the non-imposition of duties on liquors held in stock prior to the operation of the Ordinance, and the non-payment of taxes on liquors contracted for, that is to say bought but not supplied, before the 17th September when the Ordinance came into force. It seems, however, that the Government had no intention of waiving its undoubted right to collect duties on the goods supplied under such circumstances. In other words, the law became retrospective in its action in the case of

dutiable goods which had been ordered by contract the moment it received the assent of the Governor. Curiously enough, the Ordinance as it passed the Legislative Council made no reference to the difficulties which are practically bound to crop up over the retroactive character of the law in respect of contracts. At the same time it is strange that the law officers responsible for safeguarding the interests of the Government failed to incorporate in the Ordinance the provisions necessary to prevent confusion in the minds of those who are immediately affected by the new law. It is all the more astonishing that they should have been guilty of such negligence when it is remembered that they were merely recasting the law of England to suit the requirements of Hongkong. Clever and omniscient though the Attorney-General's staff may be, we do not suppose that they framed the Liquor Ordinance without the guidance supplied by the English Act, and we take it that the latter did not fail to take into consideration the importance of dealing with contracts concluded before the Act became an operative force. We are not intent on searching for reasons or causes that led to this lapse, which has compelled the Government to bring in an amending Bill to remedy the defect, for if we were we should be compelled to arrive at conclusions not altogether favourable to the strategic skill of the Government. But we cannot get away from the thought that the "accident" was an exceedingly unfortunate one. Those who are connected with what is known as "the trade" will have already conned and assimilated the new sections which it is proposed to add to the Ordinance, the sum total of the amendments being that any extra charges in the way of duties, storage in the King's warehouse or other licensed godowns are made payable by the purchaser over and above the amount agreed upon when the contract for delivery was originally signed. The rule also holds good that in the event of the repeal of the duties or in the case of their being decreased the purchaser shall be permitted to deduct so much money from the contract price as will be equivalent to such decreased or repealed duty, and what is more important "he shall not be liable to pay or be sued for or in respect of such deduction." Another of the Bills which were read a first time was one referring to the intricate subject of trade marks, a subject which is of perennial interest to merchants in Hongkong as well as in the Far East as a whole. The Attorney-General has explained in a memorandum that the law and practice relating to trade marks in the Colony is not consistent with the law and practice of the United Kingdom as embodied in the 1905 Act. It is now proposed to remedy that condition of things and certain alterations are made in the Ordinance by the amending Bill just introduced. Chief among the new sections are one which empowers the Registrar to refuse to register a mark which conflicts with one already registered in any part of the British Dominions from which the goods covered by the mark originate; and another giving the Court power to remove a mark from the register "upon proof that the mark conflicts with a mark which was registered in any part of the British Dominions from which the goods covered by the marks originate before the registration of the first mentioned mark in Hongkong." The veriest tyro in matters connected with the registration of trade marks can see what a fruitful source of income this law may be to the legal profession. The Act, however, has proved satisfactory in the United Kingdom for the last four years, and there is no reason to believe that it will be other than workable in Hongkong. Two new Bills, which without much difficulty might be classed as a single measure, have reference to the recreation grounds in the Colony. The first provides for the reservation of certain lands in Victoria, the Peak District and Kowloon as recreation grounds; while the second which is to be known as the "Public Places Regulation Ordinance 1870, Amendment Bill," gives the Governor power to close recreation grounds for any period not exceeding seven consecutive days "for the purposes of exhibitions, lectures, concerts, athletic contests, amateur performances, bazaars or sales of work or for any other purposes of a scientific, educational, charitable or social nature, and to authorise any society, club, committee, corporation, persons or person to grant admission to the building, garden or place or portion thereof so closed or enclosed by ticket or otherwise on payment of such sum of money as the Governor may approve or without payment, and any monies received for such admission may be applied for such purposes as the Governor may approve." With regard to the first Bill, power is granted the Governor to re-appropriate the land if it is considered in the interest of the Imperial Government or the Government of the Colony to do so. Now we should like to ask—What is the meaning of that proviso? We cannot believe it was put into the Bill simply to fill out the measure. Perhaps it may have some reference to those recreation grounds with the grandiose titles, the Blake Gardens or West-end Park. At all events, we feel confident that we are echoing the views of the Government when we say that

those who enjoy the Peak Gardens need have no misgivings lest their little plot of land be re-appropriated. But what are we to say about the second Bill which converts the recreation grounds belonging to the public ratepayers into money-making concerns which can be exploited by any gang of individuals who choose to form themselves into a society, club, committee or corporation or even to come forward on their own hook in order to get what the Cockney irreverently calls "a little bit off the top?" If you are *person gratia* with the Government or any official who has some influence at headquarters it is possible for you to bar the gates of the public recreation grounds for a week at a time, and also compel the very people who are responsible for the upkeep of the grounds to pay through the nose for the privilege of walking over their own turf. That is lousy-turveydon without any fills, whatsoever. And the Governor is to approve how the money taken from the legal owners of the recreation grounds shall be applied. Well, in our young and salad days, we believed that when a theatrical performance was given in aid of a charity, let us say, all or great part of the takings went to the charity. Now that we are older and wiser we know a few of the multifarious meanings which may be applied to the word "expenses." We wonder what proportion of the fees for admission dragged out of the evicted landowners, the *hqi-polloi*, will come under the cognizance of the Governor? The object of the Bill entitled an Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, is to provide for the "inspection of steam boilers and 'prima movers' with the view to safeguard persons employed in and about buildings where such machinery is used. We should have thought that the necessity for such a Bill had appealed to the Government long ago. How the Colony has escaped from disasters through the explosion of defective boilers worked to the full extent of their indicated power we cannot imagine, except on the supposition that fools and weans are the especial care of a merciful providence. Other Bills which have passed the preliminary stage are one amending the Widows' and Orphans' Pension Ordinance—one is inclined to wonder if we shall ever get away from that classic "appropriation"—and one in the interests of women and girls. It will be recognised, we think, that we did not err when we suggested that had it not been for the all-powerful claims of the Budget and the character of the Estimates these new Bills at which we have glanced would have provided an abundance of food for thought. But they were snowed under the Budget and all its side-issues. It may be that they will emerge to the surface when the days of financial controversy have flitted past, but we doubt it, unless of course the liquor merchants and the publicans decide to have another fling at their grievances.

LOCAL AND GENERAL.

NORMAL cable communication with Formosa is restored.

THE German mail of the 9th September was delivered in London on the 8th inst.

A JAPANESE was at the Magistracy this morning fined \$5 for shooting a wild bird without a permit.

A COOLIE was fined \$20 in the Police Court this morning for keeping an eating-house without a licence.

NINETEEN men were fined \$4 each in the Police Court this morning for gambling on board the s.s. *Tai On*.

ACCORDING to the newspapers in Lisbon, it is possible that the demarcation of the frontier between China and the Portuguese Colony of Macao will be submitted to arbitration.

LO SIYUN, who was extradited to Canton from Hongkong a short time ago, has been found guilty of armed robbery. He was on Friday taken out from the Pan Yu prison to the execution ground and beheaded.

WE are requested to state that, owing to the unsettled condition of the weather, the small "At Home" at Mountain Lodge for which invitations have been issued for tomorrow, has been postponed until Thursday, 14th inst.

MESSRS. Guthrie and Co., agents for Kamunghama (Perak) Rubber and Tin Co., Ltd., have received notification that the results for last month were: rubber (dry) 4,500 lbs; net revenue \$6,400. The figures for the preceding month were 5,000 lbs. and \$2,400, respectively.

HIS Honour Mr. E. Lindsay Smith (H. J. M.'s Assistant Judge at Shanghai), Mr. J. W. Wilkinson, Crown Advocate, and Mr. J. C. Douglas, arrived by the French mail *Oceanic* this morning, on their way to Canton for the trial of Mr. W. Butler Wright.

THE Viceroy in Canton has confidentially telegraphed to the Grand Council, reporting great agitation in that province over the Macao Boundary question. The Council replied by ordering him to take necessary precautions against possible disturbances.

AT the offices of the Public Works Department this afternoon Shaukiwan I. L. No. 418 was put up for sale by public auction and bought by Messrs. Un Kam Wa and Li Yan Chue for \$4,500, that is \$50 above the upset price. The lot contains 4,500 square feet and the annual Crown rent is \$44.

Canton Opium Monopoly.

SUGGESTED ABOLITION.

PROPOSED RAISING OF PRICE OF THE DRUG.

[From Our Own Correspondent.]

Canton, 9th October.
The Canton Anti-Opium Association has submitted a suggestion to H. E. Viceroy Yuan to the effect that the Canton Prepared Opium Monopoly, now granted to the K'ing Shung Tong Company, should be abolished and that the price on prepared opium should be simultaneously raised in order that speedier progress might be effected in the suppression of the habit of opium smoking. H. E. Yuan considers the suggestion a wise one and is evincing every disposition to accede to it, but there are certain financial difficulties to be overcome, before it can be given effect to, so H. E. Yuan has given instructions to the Canton Government Anti-Opium Bureau and the Board of Reorganisation to hold a commission of inquiry into the question and to report thereon.

REFUGE AT HONAM.

A branch refuge of the Canton Anti-Opium Association has been established at Honam and was formally opened yesterday, where opium smokers who desire to get rid of their habit will be admitted for medical treatment free of charge.

THE HONGKONG UNIVERSITY.

HANDSOME CHINESE DONATION.

We are informed that Mr. Cheung Pat Sze, a prominent resident of Canton, has forwarded to H. E. the Governor towards the University endowment fund the handsome sum of \$100,000, which he has succeeded in collecting from residents in the Canton district.

MACAO HARBOUR WORKS.

SHANGHAI DOCKS SECURE CONTRACT.

The N. L. D. News learns that the Shanghai Dock and Engineering Co., Ltd., has been favoured with instructions by the Governor of Macao to build four steel self-discharging hopper barges with all necessary door lifting and lowering gear. The first two barges are to be delivered in Hongkong Harbour within three months from date of order and the remaining two six weeks later.

HARMSTON'S CIRCUS.

LAST NIGHT'S SPECIAL PERFORMANCE.

There was a well-filled house at the special performance given by Harmston's Circus last night. Several new acts were introduced during the course of the evening, one and all of which were thoroughly appreciated. One of the features of the evening was the performance of the pony "Masculi," who galloped for the space of a few minutes on a fast-revolving table with perfect ease. With regard to this item, a prize is intended to be offered to the person who can stand on the revolving board for the longest time, full particulars of which will be duly published. The graceful performance of Miss Nellie and W. Harmston-Love on bareback horses was very enthusiastically received while the triple-jockey act by the three Harmstons was equally good. Rudist, the "Tramp Cyclist," made an imaginary cross-country circuit under decidedly difficult conditions and during his journey, discarded about a dozen collars and left the stage with as many more to spare. The other new turns were all good and do not require any detailed description. An entire change of programme will be introduced from to-night.

A DEAL THAT WENT WRONG.

ALLEGED CHARGE OF FALSE PRETENCES AGAINST BROKER.

A peculiar case was heard at the Magistracy this morning, when Yeung Sau Shan alias Yung Yu, alias Liang-Guang-Ting, a broker of Queen's Road Central, was charged with: (1) obtaining on the 13th April, 1909, from Ng Hing under false pretences the sum of \$240.50 (gold); (2) obtaining on the 13th April, 1909, \$500 (Hongkong currency) under false pretences; and (3) on the 9th July, 1909, obtaining under false pretences the sum of Tael 412.

It appears that an arrangement was concluded some time ago between the complainant, said to be a Chinese military officer, and the broker, whereby the latter consented to act as a go-between to procure for the complainant a concubine, for which purpose defendant was given on divers dates sums aggregating to about \$1,500. Somehow or other, the deal fell through; hence the action.

Mr. E. Hinds appeared for the complainant, while Mr. Leo d'Almada (of Messrs. Goldring, Barlow and Morrell) defended. The case was adjourned.

A FURTHER Marconigram has reached Yokohama from the *Empress of India*, to the effect that the steamer was, at 11 p.m., 9th October, 1,500 miles distant from Japan. This is well on towards half the distance between land and land and the probability is that as soon as she gets out of range of Japan she will be within wireless reach of the station on the Canadian side.

At the Summary Court, this morning, the Puisne Judge (Mr. Justice Gompertz) presiding, an Indian named Mugal Singh and Mr. J. H. Pidgeon for \$50 due under a promissory note dated the 21st August, 1903. Mr. Leo d'Almada (of Messrs. Goldring, Barlow and Morrell) represented the defendant. The plaintiff appeared in person. It was stated on behalf of the defendant that bankruptcy proceedings had recently been taken and defendant could not obtain work for a considerable time, but lately, however, he had secured employment at a salary of \$60 a month, out of which he had to pay \$50 for board and lodging. A way of execution was granted for a month.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

LIFE ABOARD TRAMP STEAMERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—Apart from mail-boats and regular traders the "tramp" steamers (vessels that trade to any port where a freight offers) and sailing-ships of this country, form approximately over eighty per cent of the whole of the Mercantile Marine. The conditions of an Officer's life on board these vessels are ably detailed by the enclosed copy of a letter recently received from a member of the Imperial Merchant Service Guild, the largest association of certificated British Captains and Officers in the world.

As a warning to parents and others who intend sending boys to follow a seafaring career as a profession I should be glad if you would find space in the columns of your valuable paper for this letter. By so doing, you will confer a great benefit on the public at large, the majority of whom are quite ignorant of the conditions that exist in the Merchant Service as far as Officers are concerned.

The enclosed is but a sample of hundreds of letters of a similar nature which have been received by us from time to time.

Yours faithfully,

T. W. MOORE,

Secretary.

The Imperial Merchant Service Guild.
Liverpool, 8th September, 1909.

To the Secretary,

Imperial Merchant Service Guild.

Dear Sir,—I shall feel much obliged if you can spare me a small space in the Guild Gazette to make a few statements which I think might prove of interest to some of the members of our cloth.

With reference to the alleged shortage of Officers recently discussed among shipowners and officers, etc., I believe the general opinion as to the cause of this "shortage" was, that there are not the number of boys taking up the sea as a profession as in former days, and the reason of this is due to the fact that there is not sufficient inducement to justify a boy in following the sea. Being myself one of the many that "go down to the sea in ships," I should like to point out one or two reasons why there is not the necessary inducement. At present I hold a First Mate's certificate and up to quite recently was engaged as Second Mate of a tramp steamer owned by a well-known London shipowner, and as this was my first experience of a tramp as an officer, I must admit that the method of working considerably surprised me, and, as I imagine there are hundreds of officers who do not realize what sort of a life the Mate or Mate of this class of ship has to put up with, I hope these few facts will benefit those gentlemen and, should any of them ever consider going in a tramp, make them think twice before finally deciding.

I joined the ship in Hamburg and found that there were only just the two officers. We went round the Bristol Channel in ballast and on the passage round I found I was expected to be a sort of "general handy man" but having a new crew (and a Hamburg one at that), I concluded it was just until things got into a regular swing and so said nothing; however, after leaving our loading port and having got away to sea, I was informed I was neither required nor expected to have anything to do with the Navigation of the ship; all sights, azimuths and bearings were taken by the Master (a young man and not a Guild Member) and kept by him; the chart was certainly on the table in the chart-room, which leads out of the Master's cabin, consequently we were not by any means encouraged to look at the chart. When at sea, the Master would read the Chronometers, and when in port, and the Master was not on board, the Steward would read them and just before leaving port it was not the Mate or Second Mate who got the necessary charts, rulers, dividers, etc., out and screwed the Chronometers in their places, but the Steward. When at sea, I was expected during my watch on deck to always be doing something, either sewing canvas, mending flags or looking around after the Bosun and the watch, but never by any chance, excepting Sundays, keeping my watch on the bridge as a watch should be kept. Among other duties that the Second Mate was supposed to perform he was to be responsible for the wheel-house being kept clean, scrub it out and polish the brass in it, and on the homeward passage the whole of the upper and lower bridges, including two boats, was painted solely by the Master and Second Mate. As to who would be held responsible if any accident happened during my watch and I was not on the bridge, nobody seemed to consider that point, but I presume it would fall to my lot. One more item I should like to mention, on the passage down from our discharging port to Buenos Ayres, a run of ten days, there was a quantity of coal (less than 100 tons) to be taken up out of No. 3 hatch and put on deck, the Mate and myself were asked either to turn to and work coal with the crew or else take four hours' wheel and let the man go from the wheel and work, the Master of the Ship himself shovelling all the time. I might mention this was quite unnecessary as it was fine weather and there were the Carpenter, Bosun, three sailors and one fireman, six men at the wheel and time, and the fact of the Master and Officers doing that sort of work does not tend to improve discipline amongst the men.

As regards the accommodation, etc., there certainly was not much to complain of, excepting the fact that we two mates (who were of course on two watches, which fact alone is enough to turn most men away from the ship) had nobody to look after our rooms properly; the Engineers of course had their boy to keep their rooms tidy and clean, but the Mates were evidently not supposed to want their done, the Steward (a really excellent man, but being rapidly sp. ill by being made the Captain's confidant) washed the floors of our rooms once a week but finished at that, and was not backward in reminding us of the fact that it was not actually part of his work and he only did it as

a kind of favour; as for getting our brass cleaned or beds made, that was quite out of the question (the Company made us supply our own bed and bedding). Our washing basins were filled at 7.30 a.m. but should we require any more water during the day, we had to fetch it ourselves or go without.

In the face of these facts, can it be wondered at that boys do not care to go to sea, or that parents do not care to send their boys to sea? Because if a parent has to pay a premium of anything from £50 upwards, besides buying an expensive outfit and keeping the boy in pocket-money for the four years he is serving his time and has the expense of fees, etc., for his examination for second Mate when his time is finished, with the idea of his son becoming an officer, and then for the son to come to this sort of thing at a nominal salary of £7 to £8 per month, then he had far better keep his son ashore and put him in a "office" or apprentice him to a good trade, for as long as Masters of vessels insist on routes of this description, being carried out on board the ships they command, then the conditions of things for officers will never improve.

Perhaps some people reading these remarks will say: "Oh! he is one of those men who want to be pampered and is afraid of a little manual labour," to which reply: "Neither do I wish to be pampered, nor am I afraid of manual labour when it is necessary, for I happen to be one of those individuals who, as the saying goes, 'has come up through the hawse-pipe,' a fact of which I do not think I need be ashamed." But what I do maintain is that when men have worked their way up and duly qualified to hold the position of an Officer then let them be treated as an Officer, and not as a sort of "glorified-boatman-relieving-the-bridge-formals" sort of thing. For one must admit that it is decidedly hard lines to have to stand by and see part of the work which is generally recognised as part of the Second Officer's duty, and for which he has to pass an exam, being entrusted to the Steward.

Now I think these few items will come as a surprise to at any rate a few of the members of our cloth whose life is spent in Mail boats and regular Lines, and when they have read them they will be inclined to agree with me that it is not to be wondered at that boys of the present day do not consider there is sufficient inducement offered for them to go to sea.

Apologising for occupying so much of your valuable space.—Yours, etc.,

"MATE."

A SHIPMASTER'S CLAIM.

ACTION FOR ALLEGED WRONGFUL DISMISSAL.

In the Summary Court, this morning, before Mr. Justice Gompertz (Puisne Judge) Qapi. W. Cooper, late master of the s.s. *Tak Hing* brought an action against the Sze Yap Steamship Company of No. 29, Connaught Road West, to recover the sum of \$858.33, damages for alleged wrongful dismissal. The amount was made up as follows:—Amount of wages from the 19th September, 1909, to 20th October, 1909—\$1,833.33; three months' wages in lieu of notice—\$750.33.

Mr. M. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff. Mr. P. Sydenham Dixon (from Mr. R. A. Harding's office) represented the defendant company.

Mr. Harris asked for leave to amend the claim. Plaintiff was not paid for the time he actually worked—from and September to 19th September, 1909. The additional claim was \$140.60, which made the whole amount \$5,000. It was stated for the plaintiff that the action was brought for the recovery of damages for wrongful dismissal. Plaintiff was engaged on the 1st December last on the terms that he was to be the master of the s.s. *Tak Hing* at a salary of \$225 a month for the first six months and \$250 a month for the second six months. There was a confirmation in writing on the 2nd December. No mention was made in the agreement as to the period for which he was to serve and the right of dismissal.

The Puisne Judge—Mr. J. J. had a number of these cases?

Mr. Harris replied that there was no definite mention made in the agreement about the time plaintiff was to serve on the *Tak Hing* but there was no doubt that it was for a period of one year. In a former case of a similar nature, Mr. Justice Wise laid down a definite ruling of three months.

Continuing, Mr. Harris stated that plaintiff served for six months, at the end of which period his salary was increased according to the agreement. On the 19th September, 1909, plaintiff received a letter from the manager of the defendant company, to the effect that his services were no longer required, with instructions to hand over the ship's registers to Mr. William Bishop, who was appointed to the *Tak Hing*.

Plaintiff was called into the box, where he gave lengthy evidence.

Mr. Munsey, Chief Officer of the s.s. *Shiu On*, also gave evidence.

Mr. Iem Kai, Managing Director of the Sze Yap Steamship Company, then went into the witness-box.

Mr. Harris—Isn't it a fact that you offered to re-engage Captain Cooper in the ship last week?

Witness—No.

Did you offer on any terms?—No.

Did you ever authorise Captain Cooper to enter into articles with the crew till January next?—No.

Captain Cameron, master of the s.s. *Shun Lee*, of the Sze Yap Steamship Company, stated that on a certain Sunday, the *Shun Lee* was moored on the side of the wharf and the *Tak Hing* on the other. Witness, in company with the Chief Officer, was pacing the deck, when they saw Captain Cooper waving his hands about in an excited manner. The Chief Officer went to the after-part of the bridge and witness proceeded to the fore part. Captain Cooper exclaimed "Where he is!" and called out to witness "Come on—hand out of you!" He was at the time entertaining some friends on the bridge, who rose and seemed to "give him no." At about 5.30 p.m., the manager of the defendant company went on board the *Tak Hing* and shortly afterwards proceeded on board the *Shun Lee*, when he made inquiries as to Captain Cooper.

Further evidence having been called, the case was adjourned.

THE BOILER WRIGHT CASE.

PROCEEDINGS AT SHANGHAI.

At H. M. Supreme Court, Shanghai, on the 4th inst., before Sir Havilland de Saumarez, Judge, in the case Rex v. William Butler Wright, Mr. J. C. E. Douglas, counsel for defendant, applied to His Lordship to change the venue of the trial from Canton to Shanghai.

The Crown Advocate, Mr. H. P. Wilkinson was present in Court.

Mr. Douglas, who returned to Shanghai by the P. & O. S. *Himalaya*, said that he had just arrived from Canton and he had brought with him the following affidavit made by the accused, in support of the application:—

I William Butler Wright of Shamesen, Canton, in the Empire of China, make oath and say as follows:—

1—I have been committed for trial upon four several charges of larceny of sums of \$21,536, \$13,000, \$5,000 and \$4,000, money of and belonging to His Imperial Majesty the Emperor of China.

2—Upon learning the case for the prosecution if appeared that the Managing Director of the Canton-Kowloon Railway, the representative of the Emperor of China in this matter, in no way consented to the institution of this prosecution, but that the same was instituted upon the personal initiative of one Frank Gröve, Chief-Engineer and a fellow employee with me of the railway.

3—I have been arrested on these charges without notice and without being given any opportunity to offer any explanation of matters in account and I believe that in the institution of this prosecution as well as in its conduct a certain amount of animus and personal feeling towards me has played no inconsiderable part. This personal feeling against me extends throughout the whole of the Shamesen where I have many enemies and absolutely no friends. In proof of this I may state that though I have resided there for 24 months, have been a member of all the Clubs, taken a prominent part in the life of the place and done kindnesses to many, I have found on my arrest no persons to come to ward and give the necessary security to enable me to be released from custody.

4—The matter of my arrest and charge has been fully discussed in all the Clubs and halls of the place and although the public, which is very small and limited, to about one hundred persons, have not yet been told my side of the story, they all seem to be fully convinced that I am guilty.

5—In consequence of the above fact and in view of all circumstances of the case I conscientiously believe that it will not be possible for me to obtain fair and impartial trial before a jury of my fellow countrymen in Canton.

Mr. Douglas added that it was well-known to some of the railway people that Mr. Wright was leaving as early as August 31, and it was well-known to the Chief-Engineer two days before Mr. Wright left that he was leaving by *Tsuyu Maru* and that his passage was booked to Shanghai. The whole of the case had been put through with considerable haste, and that there was considerable feeling in connection with the matter was shown by the newspaper reports. In the *N. C. N. News* of September 6, there was the following telegram:—

"CANTON-KOWLOON RAILWAY."

ALLEGED DISAPPEARANCE OF AN ACCOUNTANT.

Hongkong, Sept. 5.
It has been reported to the police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon railway, has disappeared.—Our Own Correspondent.

That, commented Mr. Douglas, was one of the many rumours which were prevalent at the time.

His Lordship—I shall have to have something stronger than that. That is a telegram to Shanghai and it cannot prejudice a trial in Canton.

Mr. Douglas—The local (Hongkong) papers have headed their articles about this case—"The Railway Sensation," and such like. The chief basis of my application is the peculiar conditions prevailing in Canton. There is a very small jury list indeed, and of the eight witnesses called, seven are resident in Shamesen. That reduces the list, and in addition everyone in the railway offices would be excluded and in the International Bank, and possibly the Hongkong and Shanghai Bank.

His Lordship said that the Consul at Canton, in a dispatch to the Court, considered that about fifteen gentlemen would be available to serve on the jury who could be considered independent and able to form a proper judgment on the case.

Mr. Douglas pointed out that each party had three peremptory challenges.

His Lordship replied that if a jury could not be found the Court would, if necessary, sit with Assessors.

Mr. Douglas then dealt with the question of convenience.

His Lordship said that inconvenience to the Court or Crown would not stand in the way if a miscarriage of justice was in any way probable. He was acquainted with the conditions prevailing in Canton and there might be some difficulty in obtaining a proper trial there. At the same time he would remind counsel of the Consul's statement that fifteen persons were available who would, in his opinion, give the accused an absolutely fair hearing and decide on the merits of the case alone. With regard to the appearance of the witnesses the Consul seemed to think that the witness Wei Han could not attend here, and as regarded the railway he said the trial would cause great embarrassment to the administration, and that they would lose the services of the Chief Engineer and Acting Chief Accountant at a time when the audit was going on.

The Crown Advocate said that his chief objection to the case being tried in Shanghai was that it might be necessary to refer a great deal to the books of the railway and in that case they would require to have all the books and other necessary material brought up here. He preferred to put the accounts before the jury in a way in which he would understand and they would understand. Then there was the question of expense, and the Crown might not be

justified in paying the claims of all the witnesses who would have to come up here for trial. He thought that it was necessary that they should have Wei Han's evidence and he could not see why he should be allowed to go away. Mr. Wilkinson added that it was a question whether the Crown was justified in having all this expense by bringing witnesses to Shanghai and transporting books unless the private prosecutors were willing to pay something.

His Lordship—Is that a question I ought to consider?

Mr. Wilkinson referred to the practice, in civil cases.

His Lordship—Would it be in a criminal case?

Mr. Wilkinson—I think the Court should consider it. With regard to Wei Han I think his Government should not allow him to go away in the circumstances. As regards myself my only serious objection to the case being tried here is that I should like all the material for the question of account here at my hand, and the difficulty of explaining to a jury the whole of the case which has gone before. It is entirely for your Lordship to say whether the trial will be easier here or there.

His Lordship—Will you put it as high as this. Mr. Crown Advocate, you think it is your duty to oppose the case being tried here? I quite appreciate your reason that you would like everything in your hands before going into Court and you might not have it here. Is your feeling so strong as to oppose the trial here?

Mr. Wilkinson—It is my duty to place it before the Court for consideration.

His Lordship—Just so, but do you put it so strong as to press it?

Mr. Wilkinson—For that reason I would press it upon the Court.

His Lordship—Suppose there should be no delay. It seems to me if this were not pressed on, you would be able to get your papers and instructions for trial here. I have always felt, from the beginning of this case, that any hurry or haste would be most unfortunate and prejudicial to the proper administration of justice, which is of course a proper determination of the question before us—the innocence or guilt of the prisoner—and therefore I think it is most unfortunate that the principal Chinese witness in such a case as this should not be able to attend, and I think it really most essential that he should be here, and I think that the Chinese authorities should know that that is my view, as it is your view Mr. Wilkinson, and I think also the view of Mr. Douglas as representing the prisoner, is it not?

Mr. Douglas—Yes my lord.

His Lordship—I think the Chinese authorities should know that that is the view of all of us who are concerned in the administration of justice here, and that in the face of that, his attendance cannot be secured, at all events, we shall feel that everything so far as the administration of British justice is concerned that is committed to our hands, that any failure of justice which might occur owing to the absence of this witness we cannot hold ourselves responsible for it. That is my view and I shall take the first opportunity of calling the Chinese authorities' notice to that by communicating with His Majesty's Minister in Peking. Feeling as I do, I would ask you Mr. Douglas if I grant this change of venue, whether you press for the case to be heard at once?

Mr. Douglas—I want to point out that I must be prepared for that man to give evidence now, and that he would not be available for the trial. I have in a measure to be prepared for his absence. I think it is desirable that we should not have to rely on the evidence taken in the lower Court, but he should be present at the trial.

His Lordship—I feel that strongly myself. I think I grant this I must of necessity allow time to the Crown Advocate to get further instructions.

Mr. Douglas—My client feels so strongly about the change of venue as to stay in custody an extra two weeks to enable it to be done.

His Lordship—I will not decide the question at once but I will telegraph to His Majesty's Minister at once, and I shall wait a further report from Canton, which I hope to get in answer to a telegram which I sent this morning, but possibly I may not get it in consequence of this dispatch which I spoke of having arrived since that telegram was sent. At all events on the chance of having some information I will adjourn this point until Wednesday morning I have consulted with the Assistant Judge and my learned brother will be able to go down on Friday, if necessary, so that the case would be heard at as early a date after his arrival as will be convenient to the parties.

In reply to a remark by counsel his Lordship said that he had looked up the sailing list and he did not think they would care to go to Hongkong before Friday. If they counted up the days they would see that the trial might begin on the fourteenth of this month at Canton. The question of the change of venue could, however, come up on Wednesday morning at 10 o'clock.

6th October.
Mr. Douglas mentioned that he had obtained copies of the *Hongkong Daily Press* of September 6 and 7, which, he said, contained rather sensational accounts of the alleged defalcations. He then read extracts from the reports, which he characterized as "distorted accounts." Proceeding he said that the case of Mr. Butler Wright's departure from Hongkong, and the name of the steamer were known to Mr. Gröve. An account of the proceedings at Canton also appeared in the *South China Morning Post* of September 27 and 28. Both reports were headed "A Local Sensation."

His Lordship asked if the proceedings were correctly reported.

Mr. Douglas said yes; in fact they were rather well reported.

His Lordship then handed the copies of the *South China Morning Post* back to Mr. Douglas.

The Crown Advocate said that his learned friend relied on the question of local reports. Both the articles read had expressed surprise that a man who held the position Mr. Wright did should have been accused of having committed such an offence.

His Lordship—They seem to have gone further. They say he seems to have taken a step.

The Crown Advocate assented, and added that another unfortunate portion was the allusion to the ladies. The question of costs in regard to the change of venue, would have to be arranged. In support of his contention he cited Archibald, (13rd Edition, p. 1667) R. v. Gilbey. He would ask that some provision for the costs incurred should be made, if his Lordship thought the case should be removed.

His Lordship—Whatever the result may be.

The Crown Advocate replied in the affirmative, and said that his statement was borne out by the remarks contained on the next page, which dealt with change of venue.

His Lordship asked what the extra costs would be.

The Crown Advocate replied that the chief costs would be the return fares of the witnesses to Shanghai, and maintaining them while here. He then read a cablegram which he had received. This read, "Butler Wright venue impracticable must take all witnesses Shanghai entailing great expense entirely displace work of head office of Railway some witnesses impossible leave ambulance prosecution."

Mr. Douglas asked who had signed the cablegram.

The Crown Advocate replied that it was signed and Mr. Douglas remarked, "Deacons, the real prosecutor."

The Crown Advocate said that he put the telegram before the Court in confirmation of his contention regarding the difficulties of getting the witnesses to Shanghai, and their expense. He did not want the prosecution to have any excuse at all.

His Lordship—That is what really weighs with me. Canton is only a small place as we know, people in the East live in a friendly and intimate way, and things are quite certain to have been discussed even by those who would wish to stand most aloof from them. Those same people have possibly discussed the question of whether they would have to serve on the jury. Even supposing you did get a jury who are quite independent—I mean, you may feel really in your own mind that they are independent and that the man may have a fair trial—the same time it is by no means improbable that the jury here is that I should have unconsciously expressed an opinion, and there is always the chance of the trial being upset at great expense.

The Crown Advocate said that men had often commented on a case and then served on a jury, when they had done their duty.

His Lordship—Oh yes; I know that.

The Crown Advocate said that the most difficult witnesses to bring up would be the acting manager of the International Bank and the agent at Canton of the Hongkong and Shanghai Banking Corporation, Ltd.

His Lordship—I think this is a serious matter, and not a step that I can take lightly. Having put the depositions and could it be agreed to read them?

The Crown Advocate—I would want to see the entries.

His Lordship—The books will have to come.

Mr. Douglas handed up Mr. Kenny's deposition to His Lordship, who said that he could see that Mr. Kenny was a very important witness.

Mr. Douglas said that as regarded the expenses, if the Court had power to order the applicant to pay the expenses of the trial in the event of a conviction, he on behalf of the prisoner should have to insist on all costs being paid by the prosecutor in the event of an acquittal.

His Lordship—Have you any right for saying that?

Mr. Douglas thought that he had. He would like to know what the additional costs would be. He was prepared to submit that there would be no additional costs; in fact that the holding of the trial in Shanghai would be much cheaper than holding it in Canton. If the trial were held in Canton it would not be conducted by the Crown Advocate, so it would be necessary to pay for the services of another legal practitioner.

His Lordship—The Crown Advocate has not made any application to me in that connection. Mr. Douglas said that the greatest expense would be the cost of the witnesses, passages to and from Shanghai and their maintenance for three days. He submitted that witnesses in criminal cases were not entitled to payment.

His Lordship said—I have come to the conclusion that this application must be refused. I cannot say that I have done so without any doubt, because I feel that when a prisoner does put forward not only on his own view, but on his own views supported by the strong comments of the newspaper, that he is unlikely to have a fair trial. I must say that if I saw my way to do it, I should wish to stretch every point in his favour, and if possible, move the trial here. But in this particular case, of course, although these are Hongkong papers, they do circulate in Canton, but I cannot help thinking that the mere fact of the papers containing these remarks coming from outside Canton, would not influence the minds of people who have already probably heard both stories, and therefore, I am disposed not to magnify unduly these comments, which I certainly think are unfortunate, and were they made within the jurisdiction of the Court going to try the case, would call for very strong comment. But they are not. They come from outside, and as I say, Canton, although very near Hongkong, considered these matters before the papers came and I do not think the minds of the people are likely to be affected by what these newspapers say. Then I have the extremely strong opinion of the Consul-General in answer first of all, on a report, and confirmed in answer to a telegram of my own—in his opinion a fair trial can be had. Therein he states that there are fifteen jurymen who can be obtained, and who, he is certain, would give an impartial hearing of the case. I am aware that the Crown is taking certain risks in asking for the prosecution to be held at Canton, because of that difficulty which there always must be, where the jury are very likely to have expressed opinions on a case. On the other hand, we have got a jury, as I say, whom the Consul considers an impartial one, and he is very much better able to judge than I am, and from what I have heard to-day and from the depositions, I cannot but feel that the removal of this case to Shanghai would prejudice the prosecution in such a way as to make a fair trial almost impossible—I mean a full trial—because so many books would have to be brought; witnesses would have to be secured, and it is quite possible that this Court may not be able to ensure their attendance. Therefore, though somewhat reluctantly, I have come to the conclusion that the case will have to be tried in Canton, and I have spoken to the Assistant Judge who will preside at the trial and he tells me that he is prepared to leave on Friday, in which case I should like to know your views, but my intention is to direct the Consul to have all available jurymen—the whole list, which is only about fifteen—summoned for the trial on Thursday next, if that is a day which commends itself to Counsel.

The Crown Advocate said that he could start on Friday. The actual date of the trial would not be fixed until the Court arrived at Canton.

Reference was made to one Wei Han, and his Lordship replied, "I have got a communication, and I have reason to believe that there will be no difficulty; I cannot say more than that."

It was ultimately resolved that Counsel should confer with the Assistant Judge as to what day would be most convenient to leave Shanghai.

As a result of the conference with the Assistant Judge, it was resolved that the Court should leave on Friday by the M.M.S. *Oceanic*.—N. C. D. News.

TYPHOON WARNING.
The telegrams quoted below have been received at the American Consulate General from the Manila Observatory:—

October 10th, 6.30 p.m.:
October 10th, 5 p.m. Cyclone or typhoon S. of Western Carolines, direction unknown.

October 11th, 10.5 a.m.:
October 11th, 9 a.m. Cyclone or typhoon near or over the Western Carolines, direction unknown.

Two Chinamen were each given six months' hard labour and six hours' stocks in the Police Court this morning for returning from banishment.

Today's Advertisement.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th October, 1900. [711]

THE TECHNICAL INSTITUTE.

PRIZE-GIVING THIS AFTERNOON.

The distribution of prizes to the successful students attending the Technical Institute took place at Queen's College this afternoon. The Hon. A. W. Brewin gave away the prizes. Owing to the lateness of the hour a report of the proceedings is unavoidably held over.

The prize list is as follows:—

Short-hand—Grace Ablong (Preliminary), Ethel Long (Section I.), George Edgar Boon (Section II.).

Field Surveying—Chan Chiu-on (Section I.).

Machine-Drawing—Cheung-lu (Section II.).

Fung Tsz-ung (Section I.). See Leong-sow (Section I.).

Chemistry, Practical and Theoretical—Ko Wo-tuck (Section II.). Young Wa (Section I.).

Mechanics—Kwok Wa-fan (Section I.). Tse Ching-fong (Section II.).

Teachers' Class—Kung On.

Mathematics—Lam King-fan (Section II.).

Li Lun-kwai (Section I.).

Steam—Lo Kam-chak (Section II.).

English—Lo Z-sun (Section I.), Silas Perry (Section II.).

Physics—Ng Fung-chau (Section I.).

French—Freda Schmetz (Section II.). Jose Pauline Xavier (Section I.).

Building Construction—Tse Ching-fong (Section II.).

CHINESE GIRLS KIDNAPPED.

STRANGE STORY AT THE POLICE COURT.

The story of how three Chinese girls were kidnapped and handed over to the care of unscrupulous persons was told before Mr. J. R. Wood (Second Magistrate) in the Police Court this afternoon—which goes to show that the traffic in women has by no means been nipped in the bud—when two Chinese, one of whom was a woman, were placed in the dock on the serious charges of having kidnapped three girls and put them to illegal use. Mr. H. L. Denys, Jr., (from the Crown Solicitor's office) prosecuted. The prisoners were undefended.

The facts of the case in brief are that on the 18th September last, one of the Kwoongs noticed the girls from a place called P'ik Kwong and brought them over to Yau-ma-tei, where the unfortunate victims were handed over to a woman who kept a brothel (the second defendant). The girls were subsequently taken to a family house and shortly afterwards the culprit's arrest was effected.

His Worship dealt with the case summarily and sentenced one of the defendants to six months' hard labour, and six hours' stocks in lieu of one day on the first charge and six months' hard labour on the second count. The case of the woman was adjourned for further consideration.

THE KOWLOON-CHAI ARMED ROBBERY.

PRISONERS COMMITTED FOR TRIAL.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning, the three men who have been arrested in connection with the armed robbery at Kowloon-chai, New Kowloon, on the 8th instant, again appeared on the serious charge. It will be recalled that on the day in question, the robbers, armed with iron bars, broke into a house occupied by a woman, and after threatening her, carried away goods and chattels worth about \$70. Later on the men were apprehended and arrested by the Police.

After further evidence had been called, the men were committed for trial.

FOOTBALL.

H. K. F. C. SIX A-SIDE COMPETITION.

The following is the result of the drawing in connection with the above, commencing each day at 5.15 p.m.:—

Messrs. Garrett (Capt.), Kew, Goldenberg, Lester, Young and Morrison. Reserve: Petley.

Messrs. Danby, (Capt.), Hickling, Chapman, Ironside, Shaw and Kennett. Reserve: Bevilington.

Messrs. Carroll (Capt.), Mead, Clark, Whitmarsh, Oliver and Knott. Reserve: Goldenberg.

Messrs. Weston (Capt.), Morley, Manning, Rickett, Davis and Hertslet. Reserve: Ferrier.

Messrs. Gregory (Capt.), Barlow, Kilby, Sayer, Hunter and Totton. Reserve: Blackburn.

General Reserve.—Messrs. Robertson, Taylor, Brett, Claxton and Hone.

FIXTURES.

Tuesday, 12th October, H. L. O. Garrett, v. F. G. Carroll, J. D. Danby, v. A. Gregory.

Thursday, 14th October, W. Weston, v. J. D. Danby, A. Gregory, v. F. G. Carroll.

Tuesday, 19th October, H. L. O. Garrett, v. W. Weston, J. D. Danby, v. F. G. Carroll.

Thursday, 21st October, A. Gregory, v. H. L. O. Garrett, F. G. Carroll, v. W. Weston.

Tuesday, 26th October, J. D. Danby, v. H. L. O. Garrett, W. Weston, v. A. Gregory.

Conditions:—15 minutes each way. Points:—3 points for a win, 1 point for a draw.

Today's Advertisements.

SPECIAL SALE OF WORK in aid of the ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superiores and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT, 28, Caine Road.

Hongkong, 11th October, 1900. [712]

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, *Medoc* and *Matapan*, from Havre ex s.s. *Matapan* and from Bordeaux ex s.s. *Verbeke* and *Ville de Bordeaux*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 11th Oct., at 10 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th October, they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 11th October, 1900. [713]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—

TRAMWAY TERMINUS, KENNEDY TOWN.

GRAND SUCCESS OF OUR FIRST CHANGE OF PROGRAMME TO-NIGHT!

NEW ACTS. NEW ACTS.

Again To-night) at 9.15 sharp.

Again To-night)

Our all Star Company of LONDON & CONTINENTAL ARTISTES.

30 IN NUMBER 30

NEXT MATINEE WEDNESDAY, October 13th.

DOORS OPEN AT 3 O'CLOCK. PERFORMANCE AT 4 SHARP.

(Children Half-price at Matinee only).

Same Great Programme as in the Evening—Nothing curtailed.

For Full particulars read our Descriptive Head Bills.

N.B.—Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 seats.

Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running

Shipping—Steamers.

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Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	From Quebec. "ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71/10/-

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port 43/-

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. GRADD, O.K. General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

11)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SANDAKAN	MAUSANGI	TUESDAY, 12th Oct., 8 A.M.
SHANGHAI VIA SWATOW	BANGSANGI	TUESDAY, 12th Oct., 4 P.M.
TIENSIN VIA TSINGTAU, WEI-HAIWEI & CHEFOO	CHEONGSHING	WEDNESDAY, 13th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 16th Oct., 2 P.M.
MANILA	YUENSANG	FRIDAY, 22nd Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Katsang*, *Namsang* and *Loongsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moll to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports; Chiao, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuddat, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 51. Hongkong, 11th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	12th Oct., 3 P.M.
NEOHWANG	"NANOHANG"	12th " 4 P.M.
OHINKIANG	"KWEILIN"	12th " "
SHANGHAI	"CHINHUA"	14th " "
TIENSIN	"HUICHOW"	17th " Daylight.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

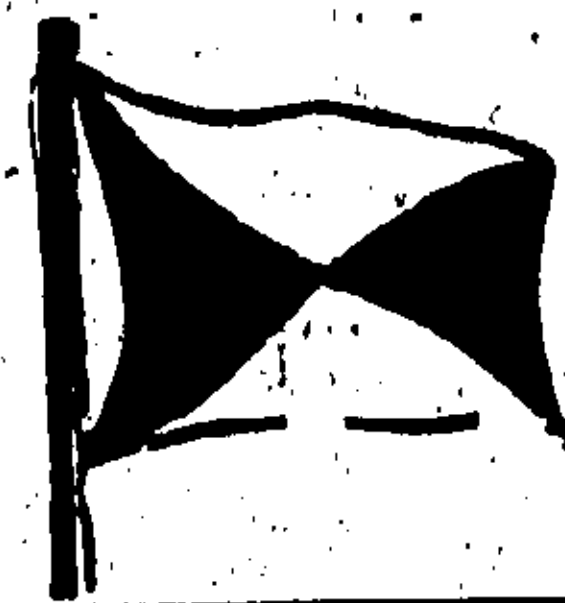
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chihua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

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For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 16. Hongkong, 11th October, 1909.



HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1500	R. W. Almond	MANILA	SATURDAY, 16th Oct., at Noon.
LAZARO	1500	R. Rodger	"	SATURDAY, 23rd Oct., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Telephone No. 11. Hongkong, 11th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager. TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.
Do.	"SEATTLE MARU" Capt. ...		SATURDAY, 23rd Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	FRIDAY, 15th Oct., at 10 A.M.
TAMSUI, SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 17th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

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For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th October, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.	1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.	
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	HAKATA MARU, Capt. J. Dring, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.	
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.	
SHANGHAI, MOJI AND KOBE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.	
YAWATA MARU, Capt. T. Sekine, Tons 5000		FRIDAY, 29th Oct., at Noon.	
NIKKO MARU, Capt. M. Yagi, Tons 6000		FRIDAY, 26th Nov., at Noon.	
SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 15th October.	
KOBE AND YOKOHAMA	SADO MARU, Capt. G. C. Hurry, Tons 6500	FRIDAY, 15th Oct., at 5 P.M.	
	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 22nd Oct., Noon.	
	NIKKO MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.	
BOMBAY, VIA SINGAPORE AND COLOMBO	OREYON MARU, Capt. Fred. Pyne, Tons 6000	SUNDAY, 24th October.	

† Cargo only. † Fitted with new System of wireless telegraphy. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru	(Capt. T. MURAI)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.
Hirano Maru	(Capt. H. FRASER)	About Wednesday, 15th December.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 15th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager. (49449)

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 23rd September, 1909. [673]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" On or about 16th Oct.

FOR NEW YORK:

S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 8th October, 1909. [48]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,657	F. W. Davies	21st Oct. 1909
Kamatic	6,231	J. Mathie	18th Nov. 1909
Aymatic	4,353	Boyd	16th Dec. 1909
Subiric	6,231	S. Shotton	13th Jan. 1910

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED General Agents. Queen's Buildings. Hongkong, 23rd September, 1909. [10]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship "GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to JARDINE, MATHESON & Co., LTD., Agents. Hongkong, 5th October, 1909. [700]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY)

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "AMIRAL OLRV,"

Captain Privat. For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong. Hongkong, 8th October, 1909. [58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer "KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. M. S. CROWE. Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4. Meals, \$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West. Hongkong, 8th April, 1909. [16]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LYONS AND LONDON.

(Through Bills of Lading issued for HATAYIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Montana*, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 4th October, 1909. [6]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on TUESDAY, the 12th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 8th October, 1909. [707]

NAVIGAZIONE GENERALE ITALIANA. (Ripa and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARRACCA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "ISCHIA,"

Captain Bellio, will be despatched as above on TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 7th October, 1909. [16]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 4th October, 1909. [60]

Intimations.

Dentistry.

TELEPHONE.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1904. [1]

DR. M. H. CHAN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

at QUEEN'S ROAD, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1909. [1]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$250,000	\$2,000,819	Interim of £2 for account 1909 @ ex 1/8 = \$22.72	4 %	\$990 buyers London £91.10/
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$100,000	\$30,551	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$322,757 \$411,000 \$125,000	none	\$14 for 1907	7 1/2 %	\$175 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 200,747 Tls. 128,377 \$2,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 115
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,000,000 \$198,848 \$105,449 \$108,800	\$2,464,521	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$350 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$204,401 \$199,164	\$7,7637	\$12 and bonus \$3 for 1907	7 1/2 %	\$123 1/2
FIRE INSURANCE.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$498,668 \$12,801	\$375,141	\$6 and bonus \$2 for 1907	7 %	\$114 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,488,173	1208,711	\$27 for 1907	8 %	\$370 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$264,618 \$90,000	\$2,025	\$1 for 1906	...	\$8 1/2 sellers
Donghai Steamship Company, Limited	30,000	\$50	\$50	\$350,000 \$117,500 \$22,645	Nil.	24 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$117,500 \$119,357 \$22,645	\$27,170	Interim of \$12 for account 1909	7 1/2 %	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$20,000 \$24,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/8 1/16 = \$3.154	...	\$60
Do. do. (Deferred)	60,000	£5	£5	\$24,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	74 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$7,000,000 \$1,000,000	£61,827	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$48,688	\$2,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$16,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$145 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,803	\$5 for 1897	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none Tls. 100,000	Tls. 9,173	Tls. 34 for year ending 31.8.08	...	Tls. 330 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$175,000 £12,289	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sales
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	\$4,871	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$150,000 \$26,806 \$20,000	\$10,102	None	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$188,442 \$21,000	\$345 1/2	Interim of \$14 for account 1909	13 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,257	Tls. 6,161	Final of Tls. 24 for year ending 31.4.09	6 1/2 %	Tls. 76 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 138 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 50,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$750,000 \$24,641	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 1/2 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$500,000 \$14,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$72 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$23,173	\$26,475	Interim of 34 for account 1909	6 1/2 %	\$104 1/2 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$23,173 \$4,861	\$5,486	60 cents for 1908	6 1/2 %	\$9 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$14 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,045 Tls. 300,000	Tls. 122,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$43 sales
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,833	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 136 1/2
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.6.08 (8%)	...	Tls. 89
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Sey Choo Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 2,173	Tls. 15,911	Tls. 5 for 1906	...	Tls. 460 sellers
MISCELLANEOUS.								
Hall's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500 \$40,000	£648	15 % per share for 1908	9 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$10,000	£648	\$1.20 or 1908	...	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$51,138	50 cents for year ended 24.2.06	8 1/2 %	\$6 1/2
Do. do. special shares	50,000	\$12	\$12	none	\$51,138	50 cents for year ended 24.2.06	8 1/2 %	\$6 1/2
China Preferred Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$185,000 \$10,000	\$3,407	80 cents for 1908	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$30,000 \$30,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$17 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$18,756	\$3,756	Interim of 35 cents for account 1909	10 %	\$8 1/2 sellers
M. Price & Company, Limited	18,000	\$10	\$10	\$18,000 \$5,000	\$370	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5,195	\$1 and bonus 20 cts. for year ending 20.2.09	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$30,000	\$7,616	Interim of \$2 for account 1909	10 %	\$18 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$8,790	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$23 buyers
Maatschappij tot Mijn. Bosc. en Landbouw- plaatje in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 25,000 Tls. 6,914	Tls. 316,682	Third quarterly of Tls. 12 1/2 for account 1909	7 %	Tls. 840 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 Tls. 6,914	Tls. 316,682	80 cents on fully paid shares and 3 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13 1/2 sales
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	\$2,204	None	3 %	\$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	...	Tls. 107 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,880 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	\$23 1/2 sales
South China Morang Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	7 %	\$31 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 %	\$10 1/2 sellers
Union Waterboat Company, Limited	50,000	\$20	\$20	none	\$172	60 cents for year ending 31.12.08	5 %	\$12 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000	\$343	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$8 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$25,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$4 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	...	15/6
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$7,400	\$13,205	25 % for year ending 31.3.09	...	\$7 1/2 buyers
Castlefield Rubber Estate, Limited	32,050	£1	£1	none	none	None	...	\$2 1/2
Damansara (Selangor) Rubber Co., Limited	110,000	£1	£1	none	£1,220	Final 9 % making 12 1/2 for 1909	...	\$2 1/2
Goldendale Rubber Co., Limited	80,000	£1	£1	none	none	None	...	65/-
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	none	none	15 % for year ending 31.12.08	...	73/- buyers
do. do. (contributory)	123,546	£1	£1	none	none	None	...	nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	none	none	None	...	4/- buyers
do. do. A Shares	101,000	£1	£1	none	none	None	...	nominal
do. do. B Shares	183,000	£1	£1	none	none	None	...	67/6 sellers
Kuala Lumpur Rubber Co., Limited	900,000	2/-	2/-	none	1,820	3 % for year ending 30.6.08	...	23/6 buyers
Linggi Plantations, Limited (ordinary)	100,000	£1	£1	none	none	Interim of 40 % = 9d. for account 1909	...	nominal
do. do. (7% pref.)	100,000	£1	£1	none	£4,000	7 % for year 1908	...	\$10 1/2 sellers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	15 % for year ending 31.12.08	...	nominal
do. do. (8% pref.)	2,500	\$10	\$10	none	\$6,722	None	...	nominal
Ladbury Rubber Estates Limited	63,000	£1	£1	none	none	None	...	\$10 1/2 sellers
do. do. (contributory)	40,000	£1	£1	none	none	None	...	\$16 sales
Sagga Rubber Company, Limited	20,000	\$100	\$100	none	none	Interim of 30 % for 1909	...	100/- sellers
Sandcroft Rubber Company	1,000	\$100	\$100	none	\$1,275	None	...	\$70 buyers
Sekong Rubber Estate, Limited	80,000	£1	£1	none	£836	3 % for 1908	...	20/- buyers
Shellford Rubber Estate, Limited	65,000	£1	£1	none	none	None	...	37/6 sales
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	...	\$340 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	None	...	40/-
Sungei Kapar Rubber Company	110,000	£1	£1	none	£3,448	None	...	70/-

Printed and Published by JOSE PABLO BARRA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company.
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